

Today's Advertisements.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 20 of 1895) AND IN THE MATTER OF AN APPLICATION ON BEHALF OF THE STOCKTON MILLING COMPANY FOR LEAVE TO REGISTER CERTAIN TRADE MARKS.

NOTICE is hereby given that the STOCKTON MILLING COMPANY, of San Francisco, in the State of California, United States of America, Merchant Millers, have on the 29th day of June, 1897, applied to His Excellency the Governor of Hongkong for leave to register certain TRADE MARKS in the Register of Trade Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of the said Company.

The said Trade Marks have been and are intended to be used in respect of WHEATEN FLOUR, manufactured from the best quality of WHEAT.

Facsimiles of the said TRADE MARKS can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong, or to the Underclerk.

Dated the 3rd day of July, 1897.
JOHNSON, STOKES & MASTER,
Solicitors for the
[1033] STOCKTON MILLING COMPANY.

GOVERNMENT NOTIFICATION.
No. 275.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from the 12th to 24th July, 1897, between the hours of 8 A.M. and 5 P.M., daily, as follows:—

From Stone Cutters Island in South-Western direction.
From Belchers' in North-Western direction.

From Lyemian in South-Easterly direction.

All Ships, Junks, and other Vessels are cautioned to keep clear of the ranges.

The inhabitants of the houses near Belchers' and Stone Cutters' Island are warned to keep their glass windows open during the PRACTICE, and all people working in the vicinity of Belchers' Batteries are also warned to keep clear of that part which will be indicated by gunners placed on sentry for the purpose.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, and July 1897. [1025]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BEALDER,"
FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf, and Godown Company's Godown, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 17th instant will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd July, 1897. [1025]

"GLEN" LINE OF STEAM PACKETS.

FOR KOBE AND YOKOHAMA.

THE Steamship:

"GLENAVON,"

Captain Wm. Pirrie, will be despatched as above on MONDAY, the 5th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 3rd July, 1897. [1029]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports on TUESDAY, the 6th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFLAIX & Co., General Managers.

Hongkong, 3rd July, 1897. [1024]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARVILL,"

to sail about 17th July, 1897.

S.S. "CHAZZE" to sail about 10th Aug., 1897.

S.S. "LENOX" to sail about 15th Aug., 1897.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, 3rd July, 1897. [664]

TO LET.

HOUSES Nos. 3 and 4, DES VŒUX VILLAS, FRANK.

HOUSES in BELILIOS TERRACE, ROOM in BEACONSFIELD ARCADE.

"BEACONSFIELD" OFFICES now occupied by Messrs. BUTTERFIELD & SWIRE.

Possession from 1st September.

GODOWN in DUNDRELL STREET.

BELILIOS & Co.

Hongkong, 3rd July, 1897. [1020]

NOW READY!

COMMERCIAL AND STATISTICAL PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale.

PRICE 1/6 PER COPY.

At the office of the "HONGKONG TELEGRAPH," No. 6, Pedder's Hill.

Hongkong, 7th May, 1897. [961]

Today's Advertisements.

THE DIAMOND JUBILEE.

AS there was a greater demand for the *Telegraph's* JUBILEE NUMBER

than was anticipated, we have only a very few copies left, and therefore make this fact known in order that those who still wish to forward copies to friends at home, by the next mail, may know that they can obtain copies.

PRICE, 50 CENTS EACH, by applying to

THE MANAGER "HONGKONG TELEGRAPH" OFFICE, No. 6, Pedder's Hill.

Hongkong, 3rd July, 1897.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [13792]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in that day's issue not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The *Hongkong Telegraph's* number at the Telephone Central Exchange is No. 1. Telegraphic code—"Telegraph," Hongkong.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURIFIED AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897. [961]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

MARRIAGE.

On the 19th June at Christ Church, Yokohama, by Rev. E. Champness, Mr. CHARLES GARY COXINGHAM, late Royal Artillery Militia, second son of Major-General Herbert Coningham, Her Majesty's Indian Army, to LILY REBECCA, eldest daughter of William Bourne, of Yokohama.

DEATH.

At Shanghai, on the 28th June, CAPTAIN M. DE SENNA, aged 58 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 3, 1897.

HONOUR TO WHOM HONOUR IS DUE.

We have not always agreed with Mr. CHATER nor approved of all his proceedings in all things, but we have always believed him to be an honest man, a capable man, an enterprising man, a man of the class and kind that has made England what she is—the only first-class naval power in the world and the mistress of a vast colonial empire, every corner of which is seething with life and endowed with unexampled powers of growth and improvement.

We class Mr. CHATER with such men as Cecil Rhodes, men who are not seeking wealth and influence solely for themselves, but who are possessed by the imperial spirit, the patriotic spirit, the altruistic spirit—to get on a level with the philosophy of the day—and who are capable of looking, and who do look, beyond the pages of their ledgers and the columns of their Bankers' books.

Mr. CHATER commenced his career in this Colony and has raised himself in this Colony to a very decided position. We believe he loves the Colony and is proud of it, and is proud of his share in the making of it, and in these later years he has helped largely to make it what it is. He has been the life and soul of all enterprise in Hongkong, and from his brains have emanated many sound practical ideas of which we all are reaping the benefit at this moment.

The whole scheme of Praya Reclamation and Extension alike—in Causeway Bay and Kennedy Town, as well as in the centre of the city and at Kowloon—is his, and it is to his energy and power of impulsion that we owe it that these schemes have been carried into operation. The whole work of Praya Reclamation is his. He was the first to appreciate the importance of the extension of the boundaries of the Colony, both from a commercial and from a military point of view, and the first openly to advocate it and urge it on the authorities as something within the range of practical politics. He and his partner have spent a very large sum of money, more than they will ever recover, on the effort to make the Colony the centre of a vast trade in good and cheap coal. It has not been a success, but it was a great idea, well worthy a trial, and a thorough trial, and it had that trial at the expense mainly of its godfathers—Messieurs CHATER and MONY.

They would have made money; a lot of money, if it had succeeded. Mr. CHATER has made money out of all or most of his projects, but money-making was not the sole idea, nor was there any attempt at any time to confine the benefits to a few. All his works were, in themselves, works of public importance and of value to the Colony as a colony and were conceived and carried out in a large-hearted, large-minded way. Mr. CHATER has been a speculator. True, but he has been much more than a speculator. He has been and is a public spirited man, and in many ways a public benefactor; not in Mr. BELLICO's fashion—the mere donor of so much money—but he has given his time and his thought and his brains to the improvement of the Colony as a colony and to the promotion of enterprises which were fruitful in advantage to the Colony and to the Empire. If only as an Unofficial Member of the Legislative Council Mr. CHATER had after twelve years a fair claim to a C.M.G.-ship or even to higher honours.

He has a better right to it than any other holder of it in the Colony whose services have been rendered in the Colony, and far higher claims to it than Mr. Consul JAMISON, who, if there is any question of honor or propriety to be raised in connection with the coupling of the two names, is the person who is honored by the collocation.

We do not dispute Mr. JAMISON's claim to his C.M.G. He has fully earned it and we congratulate him on it; but what have been his services? He has gone through the usual routine of the Consular Service in China from 1864 till now, honestly, conscientiously, usefully, blamelessly, but what has he ever done more than every other Consul in the Service has done? He is now a C.M.G. in consequence of his seniority. He has never done or said a brilliant thing, or started a new idea, or attracted the attention, out of his own Service, of any human being. He is industrious, conscientious, useful; but no one will say that he is a man of distinguished ability, or even of ability beyond the average. He has got his honours as he got his present appointment in Shanghai—in the due course of promotion and seniority, and he has done well in all the posts he held but never anything exceptional. Mr. CHATER has earned his C.M.G. in another and more meritorious fashion and we congratulate him on it.

THE GLORIOUS FOURTH.

To-day, in anticipation of to-morrow, Sunday, July 4th, all loyal American subjects celebrated the Declaration of Independence (on the 4th July, 1776) in the fashion customary in Hongkong, keeping open house for all their friends and acquaintances, and providing them with copious supplies of that insidious liquid, milk punch, wherein to drink the health of the President of the United States. One or more of them added discharges of Chinese fireworks, and some of them may have to answer in the Police Magistrate's Court for this breach of the local ordinances. There was a grand display of rather large-sized Chinese crackers at the corner of a street not far from the Supreme Court-house and, sad to say, it seriously interrupted for a few moments the business of the Court then sitting in the Bank of China case, on appeal, and listening most attentively to Mr. ROBINSON's eloquent and impressive peroration in reply. When the astonished Court recovered from the shock and sought to discover the cause of the tremendous outburst, the Chief Justice, in the absence of any other apparent cause, suggested that it was probably in thanksgiving for the approaching termination of Mr. ROBINSON's speech. All present in Court concurred with the learned Judge and it was carried *non. est*, that there could be no more fitting occasion for a thanksgiving!

REUTERS' MESSAGES.

THE WRECK OF THE "ADEN."

LONDON, July 1st.

The Queen has telegraphed her sincere sympathy and condolence to the bereaved, and to the survivors at Aden.

The survivors of the *Aden* wreck proceed homeward.

RIOTS IN CALCUTTA.

Serious rioting has taken place at Chintpura, a suburb of Calcutta, and several Europeans have been injured. A strong force is patrolling the streets.

THE JUBILEE REVIEW.

The review at Aldershot was a brilliant affair. The Queen was enthusiastically cheered. The Colonials, Indians, and Cinghese, who defied first, with Lord Roberts leading, received a great ovation.

LOOK OUT FOR SQUALLS!

The Observatory officials report to-day as follows:—

On the 3rd at 11.0 a.m.: A small depression lies to the South South-east of Hongkong, probably at about 20 deg. latitude. At 11.45 a.m. the barometer has fallen considerably in the neighbourhood of Hongkong, moderately in the N. part of the Formosa Channel, where, however, pressure is still high. No change has occurred at Bellingh, the barometer remaining slightly low. Forecast:—N. and N.E. winds, probably freshening considerably; rain to unsettled and equally, with some rain.

At 4 p.m. to-day the barometer read 29.56 having fallen to that from 29.64 at 10 a.m.

LOCAL AND GENERAL.

THE Indian mail is expected on Monday morning.

THE latest quotation for Hongkong and Shanghai Bank shares on the London Stock Exchange is 443 1/2.

Messrs. MEYER & Co., agents for the Lan-kai Oil Co., received a cargo of petroleum from Palo Semblan on the 30th ult., by the new steamer *Atrol*. She went alongside the new pier at Bay View, and is the first vessel that has berthed there.

ONE of the new tennis courts at the Volunteer Headquarters will be opened at 5 p.m. on Monday. The opening match will be between Capt. Chapman and Battery Sergeant-Major Duncan (Field Battery) and Sgt. Crombie and Gunner Shepherd (Maxim Gun Co.).

MR. H. A. RAMSDEN, the New British Vice-Consul at Manila, has just taken over his duties. Mr. Ramsden's appointment is one hailed with pleasure by British subjects in Manila, and it is thought that he will be well able to guard their interests in the much-disturbed Spanish colony.

THE Governor's Aide-de-Camp, Hon. H. E. Wodehouse, Mr. A. Seth, Mr. D. Gillies, Mr. D. MacDonald, Mr. Lamont, Mr. T. J. R. Ross, and a very large number of civilians of various nationalities and members of the Police Force attended the funeral of the late Mr. J. M. Armstrong this afternoon. The service was conducted by the Rev. R. F. Cobbold.

A JAPANESE fisherman named Matsubara was fined \$25 at the Magistrate's this morning for having arms in his possession without a license. Inspector Kemp saw the defendant strolling along Queen's Road Central with a rifle in his hand and he at once had him arrested. The weapon was not in working order and defendant was taking it to a gunsmith's for repairs.

At the Supreme Court to-day, in appellate jurisdiction, the hearing of the defendants' appeal in the case Bank of China and the Straits, Ltd., v. Cheong Yau To, Cheong Yau Kong and Lam Shi was resumed. The whole of the forenoon was occupied with addresses by Mr. E. Robinson (for appellants) and Messrs. J. J. Francis, Q.C., and H. E. Pollock (for respondents). The case was adjourned till 10.30 a.m. on Monday.

AMONG the names of passengers booked for the Far East there lately appeared that of Dr. Canlie, and speculation has naturally been as to what was bringing the genial doctor to China again so soon. We have now received information that the announcement in question refers to the brother of our erstwhile medico, who is coming to China to further his profession in one of the coast ports, where, we trust, he will meet with the success that attended our own Canlie, whose name, in Hongkong at all events, is one to conjure with.

"CHINESE SUBSCRIBER." You are mistaken. The *Hongkong Telegraph* has been daily supplied by the Hon. Treasurer with portions of the list of Chinese subscriptions to the Diamond Jubilee Fund, paid in by Mr. Fung Wah Chuen, and as soon as we have the complete list of subscribers the names of the donors and the amount contributed by each will be published in the form of a neat supplement of this journal. It is hoped that the publication of the full list in this form will meet with the approval of all parties, for it will enable us to make use of our news columns to the fullest extent possible, while giving due publicity to information which would otherwise encroach considerably on the space available for the news of the day.

SPARKING of the local volunteers the *Shanghai Mercury* says:—It is idle to say the force is highly efficient or to bestow upon it fulsome praise, the effects of which are more to be feared than harsh or even biased criticism; but comfort may be found in the fact that it is better than many similar bodies, who work under different and more favourable circumstances. *Festina lente* is a good motto to keep steadily in view; and one of the greatest factors which contribute to successful Volunteer organization is the selection of gentlemen who are officers, and officers who are gentlemen, and to consider long service or personal regard entirely as subsidiary. Exclusive of a staff of 22 the full strength of the corps is now 337, an increase of 60 on last year's strength.

The great tenacity of life exhibited by the banyan tree is well illustrated at present along the road leading from the Monument at Happy Valley round the newly added portion of the Recreation Ground to the bridge across the Bowington Canal. This road has been widened within the last few months and this necessitated the transplanting of some large banyans. These were felled down and cut round about until only portions of the larger roots and branches remained, and then, after having the sawn ends of the branches and roots well tarred and being bound round with straw bands, they have been planted in their new positions. In the short time that has elapsed they have all with one exception thrown out vigorous growths and present quite a curious appearance with the new shoots springing in all directions from what were, but a few months ago, to all intents and purposes so many dried up logs. These great cuttings are supported by props of banyan wood, and strange to say, although untarred and unwashed in straw, many of these props have commenced to throw out branches on their own account. Should they be left in their present positions and allowed to grow, some curious local monstrosities will probably result.

THE Diamond Jubilee was joyfully celebrated in Manila, all the ships in port being gaily decked with bunting on the 23rd June, and the British and foreign business houses were all closed. A ball was given in the English club at night, and the decorations of the building and grounds were magnificent. The San Juan del Monte orchestra supplied fine dance music and the Artillery band played in the gardens. At 10 p.m. the Artillery band played the National Anthem and among the guests was H. E. the Marquis of Estella who were evening dress with the grand coronation of San Fernando crossing his breast, and also the insignia of a lord-in-waiting on Her Majesty of Spain. At the supper H.E. said, "As the representative of Spain in this Archipelago, I raise my glass not only from gratitude, but also from duty, to drink to the health of Her Gracious Majesty Queen Victoria of England, to the heir to the throne, H.R.H. the Prince of Wales, to the grand English nation, from whom we have to learn how to govern colonies, to the Committee, who with such patriotism and success have known how to organize such a magnificent *Festa*, and to the ladies, who have embellished and animated this brilliant ball with their presence." The speech was loudly applauded and the English Vice-Consul (Mr. Ramsden) rose and proposed the health of Her Majesty the Queen Regent and her valiant generals, and His Majesty the King Alfonso XIII. The celebration is described as being the most brilliant and successful function held in Manila.

A CANTON correspondent informs us that the old trouble with the pawnshops there has been renewed and came to an end, after a strike of three weeks, on the 28th ult. The trouble arose through a pawnshop whose terms were not accepted at one pawnshop. He tried another and by threats got the sum he required. Then he went back to the first shop and, after abusing the keeper and being abused in return, the truculent rascal drew a revolver and fired at the man, luckily missing him. The alarm was given and the fellow was arrested, and when he was about to be handed over to the Nam Ho Magistrate, some soldiers arrived and demanded the prisoner for delivery to the Tartar General's yamé, the Chinese officials having no power to deal with Tartars. The people regarded this action as simply delivering the bannerman from the hands of justice. The pawnshop keepers went in a body to the Tartar yamé, asking that justice should be done, and were met by some vague promises, which only angered them more. As a protest they determined to suspend all business till a satisfactory settlement was made. The Tartar General then issued a proclamation calling on the pawnshop keepers to resume business and promised that in the future any bannerman acting unlawfully or using force would be severely dealt with. This only increased the difficulty of the situation. The pawnshop keepers applied to the Viceroy and asked that they should have the right to defend themselves when attacked with deadly weapons and if in doing this they should kill anyone they should not be punished. The Viceroy refused this but promised to devise efficient means for their protection. Notices were then posted throughout Canton saying that the pawnshop keepers were anxious to obey the commands of the authorities but their employers were afraid of their lives. They were poor men and had to think of the claims of their wives and children. This appealed to the people's feelings, who strongly blamed the authorities. The deadlock lasted until Monday, June 28, when a proclamation was issued virtually granting the request of the pawnshop keepers. The bannerman has been beaten, imprisoned and deprived of his allowance.

PROFESSOR Richard, a well known medical specialist and electrical healer, is now in Hongkong and may be consulted at his rooms, New Victoria Hotel (1-chouse St. entrance) from 9 a.m. to 7 p.m. free of charge. On Thursday and Friday evenings the professor will give electrical entertainments at the Theatre Royal, similar to those he gave in India, Australia and the Straits and which were spoken of highly by the press.

FROM Messrs. Lamko and Fogg's *Freight Circular* we learn that the 4-masted bagger *Blaston Hill* has been ordered to the Philippines. The bagger *Haathbank*, to arrive from New York, is fixed for San Francisco. The sailing ships *Brunel*, *Clan Macdonald*, and *Orlando* are to load for Callao, New York and Valparaiso respectively. The disengaged sailing vessels here now are:—*Torridale*, 218 tons. *Landstar*, 1341 tons. *Lucy A. Nichols*, 1,380 tons.

ACCORDING to the terms of the recently made contract between the Canadian Government and Messrs. Peterson, Tate & Co., of Newcastle-on-Tyne, for a fast Atlantic service between Great Britain and Canada, the subsidy to be paid by Canada is \$500,000 and that by Great Britain \$15,000 per annum. Peterson, Tate & Co. undertake to maintain to years' service with four steamers of 10,000 tons register, at an average speed of twenty-one knots per hour. The steamers will run fortnightly for the first year, and then a weekly service will be supplied.</

DEATH OF MR. J. M. ARMSTRONG.

It is our melancholy duty to record the death of Mr. J. M. Armstrong, Government Auctioneer, which occurred at his residence, "Karrabreen," Peak Road, at a quarter to 1 o'clock this morning. The deceased was first taken seriously ill about a fortnight ago, but had been suffering for some time from cancer in the stomach. He however never gave way to the malady, often attending his office when far from fit for the active work required of members of the profession of which he belonged. He attended his well known office in Queen's Road for the last time on 18th ultimo, when he sold at auction the old Pottinger Street Wharf, fulfilling the day's work by putting up for sale some valuable house property in the Western district, for which there was, however, no bid. This was Mr. Armstrong's last auction. He got into his chair and was carried up the hill to his residence never again to return to the flourishing business which his energy, ability and strict integrity had built up—never again to figure in "the madding throng" in the heart of the thriving city which had grown up rapidly around him in the last quarter of a century. After taking to his bed Mr. Armstrong (like many other men of fine physique, indomitable will and exhaustless energy) seems never to have rallied much and yesterday he was so ill that Dr. Stedman and Dr. Hamilton were at constant attendance, it being evident that the end was, despite all efforts, fast drawing nigh, the patient expiring, as stated above, at 1 o'clock.

Mr. Armstrong, who was 64 years of age, was a native of Scotland. He arrived here, from Singapore, in 1833 and for 30 years had discharged the duties of Government Auctioneer in a manner that gave perfect satisfaction to all with whom he had business transactions. He was not only the oldest resident in Hongkong but was also the oldest member of Zealand Lodge, the veteran Lodge in this district.

It was with a sense of the deepest regret that the many friends of the deceased heard of his death this morning and on every side expressions of the profoundest sympathy with Mrs. Armstrong and her son and daughter were heard, and a practical proof of public sympathy was forthcoming in the attendance at the funeral, which passed the Monument at 5 o'clock this afternoon. We can only hope and trust, with his sorrowing relatives and numerous friends, that what to the widow and the fatherless may seem an irreparable affliction has been to him the best of all blessings; that he was released from the agony of his malady to find Death the gate of Life, and that through its gloomy portals he had passed to the eternal day.

MILITARY BOAT RACE.

There was a good deal of interest evinced in military quarters to-day regarding the boat race between crews from No. 35 Co. Royal Artillery, and from the Royal Engineers. Both crews have been putting in steady work in preparation for the event and the general opinion seemed to be that the Artillery would come off the line first. The course was from Kellott Island to the Victoria Monument and Sergeant Butters steered the Artillery, their opponents having Sapper Hobbs as coxswain. The race after a good tussle resulted in a victory for the Artillery by several lengths.

THE TRAFFIC IN GIRLS.

Loke Ming, a cook on the steamer *Belgit*, was charged at the Magistrate's today with receiving and harboring three girls in his cabin on board the steamer with intent to take them out of the Colony to San Francisco to be sold for immoral purposes, well knowing them to have been purchased and brought into the Colony for this purpose. Mr. Gedge appeared for the defence.

Mr. Milton S. Spencer, Nivander, the Purser of the steamer, gave evidence that on the 22nd April last, in the forenoon, before the vessel departed, he found three Chinese girls in the deck of the ship. The examination of the Chinese passengers was held on deck in the afternoon of the ship. The three girls should have been present and they had no business where they were found and he sent them away. He sent for the cook who said that they were friends of his and came to visit him. Later on the same day the cook told him that they were passengers and were bound for San Francisco, and it seemed to him that this was given as an excuse for their being on board. On the same day he went to the office and found that four Chinese women and a child had been booked for San Francisco in the European steerage, but when he returned on board he only saw one woman and a child. At 3 a.m. the next day Inspector Hanson and a Chinese detective went on board the ship. The latter found three girls in the steerage who on being asked for their tickets said they had none, and he had reason to believe that they were the same girls as those he found in the cook's room that morning. The cook said that the tickets were on shore and then Inspector Hanson took the girls away from the steamer. On the following day, what on the high seas, he took the tickets of the steerage passengers and found that three women booked in the way-bill to the European steerage were not on board.

Mr. Gedge said that he would reserve his cross-examination of the witness until the case was developed and Mr. Wodehouse would be able to say whether he decides to deal with the case summarily or commit it for trial.

Mr. Nivander said that the *Belgit* was leaving on Tuesday and he would wish to be finished with to-day as he would be very busy on Monday.

Mr. Gedge—Justice must not be done to suit this gentleman's convenience.

Mr. Wodehouse—I have decided to commit this case for trial.

Mr. Gedge—Then I will reserve the cross-examination.

Kwok Chow Po, one of the girls, said that she was 16 years old and came from Canton. She was sold there by her mother to a man and brought to Hongkong. She was taken on board the steamer by the same man but she could not recognize him.

She seemed disinclined to implicate the defendant.

The case was resumed till 2.30 p.m. on Monday next. Bail of \$1000 was allowed.

THE BURMA-CHINA CONVENTION.

By the Convention of 1894 the State of Kiangsu was recognised as being under Chinese jurisdiction, China, however, transgressed the Convention, which rendered it subject to modification. A more satisfactory arrangement seems to have been come to now, for it was generally recognised as a mistake to give up Kiangsu to China. The other terms of the protocol, modifying the Convention of 1894, should tend largely towards the promotion of British trade in Yunnan. It would have been more satisfactory, however, if the British Government had also obtained the consent of China to the construction of a railway through Yunnan by British subjects, for the way is now open to an extension of the Mandalay-Kunming Railway to the Chinese frontier. Unless China is willing to grant this concession it is unlikely that the extension of the railway beyond the Kanton Ferry will be undertaken. Lord Salisbury said that the policy of the Government would not permit of its interfering with private enterprise in foreign countries, but by obtaining the consent of China to the construction of a railway through Yunnan the British Government would be no more pledged to back it than it is to support the B-H-H traders, who, under the terms of the modified Convention of 1894, may settle at Siam or Moulmein. The unfortunate circumstance about the agreement with China is, that according to the Agreement of January 1895, France will share equally with Great Britain all the privileges conferred to the latter by China in Yunnan and Szechuan. British enterprise, however, may well be in the field before the French are in a position to exploit with advantage the markets and reputed mineral wealth of Southern China.—*Times*.

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

HONGKONG, July 3d.
In his *Weekly Share List* issued at noon to-day Mr. Erich Georg writes:—
A very fair amount of business has been put through during this week. For the settlements (which seem to have passed off very well indeed, although being rather heavy) some forced sales took place, especially in mining stocks; but since the commencement of the month a very strong feeling has set in and several stocks show an improvement in rates.

BANK SHARES.—Hongkong and Shanghai have improved further with sales at 126, 127, 128, and 129 per cent. premium for cash, and at about equivalent rates for August and September. The closing cash rate is 126 per cent. premium, and London quotes 127 1/2 per cent. It is currently reported that the earnings of the past half year are exceptionally good. Nationals Bank at 124 and have small buyers at that rate. Bank of China and Japan unchanged.

MARINE INSURANCE SHARES.—The loss of the steamer *Aden* off Socotra will affect most of the local Companies, and the market for this description of securities has been rather flat. A large line of Unions has been sold at 225, and a few China Traders at 277. North China's are quoted in the north at 100 and Yangtze's at 115. Canton's are in a small way at 180 and 181, and more shares are on offer. A fairly large business has been done in Straits, locally and from the north, at 17 1/2, 17 3/4, and 18 1/4; the latter rate there are sellers, while buyers offer 17 1/2.

FIRE INSURANCE SHARES.—Hongkong's have not been dealt in, and remain quiet but steady at 155 1/2. Chinas sold in fair lots at 130 1/2 cash and at 130 1/2 for 30th September, the closing cash rate is buyers at 130 1/2.

SHIPPING SHARES.—Over the settlements, shares of the Hongkong, Canton and Macao Steamboat Company ruled very weak, and as low as 34 1/2 was accepted (a sale at 34 1/2 is also rumored) but the market closes strong with sales and buyers at 35 1/2 cash and equivalent rates for August, while holders demand an advance. Indo-China's sold in fair quantities at 40 1/2 to 40 3/4, closing with buyers at 40 1/2. Chinas and Manilas found small buyers at 37 1/2 and 38 1/2, both stocks closing steady. China Mutuals unchanged.

REVENUES.—China Sugars advanced to 145, received over the settlements to 143 1/2, but have improved since, and the closing rate is 145 cash, sales, and steady at 144 1/2 for delivery at September. Luxons changed hands at 50 and 49, and close with sellers at the lower rate; a sale at 51 for 31st August is also reported.

MINING SHARES.—Fanyins sold at 36 and 35 for the settlements, but improved since, and as low as 34 1/2 was accepted (a sale at 34 1/2 is also rumored) but the market closes strong with sales and buyers at 35 1/2 cash and equivalent rates for August, while holders demand an advance. Indo-China's sold in fair quantities at 40 1/2 to 40 3/4, closing with buyers at 40 1/2. Chinas and Manilas found small buyers at 37 1/2 and 38 1/2, both stocks closing steady. China Mutuals unchanged.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Dock Company's shares sold at 24 1/2 and 25 per cent. premium over the settlement, but the market is much firmer with buyers at 24 1/2 per cent. premium, after sales at 24 1/2 per cent. premium for cash for 31st July, 24 1/2 per cent. premium, and for 31st August, 24 1/2 per cent. premium has been paid. Hongkong and Whampoa Dock Company's shares sold at 24 1/2 and 25 per cent. premium over the settlement, but the market is much firmer with buyers at 24 1/2 per cent. premium, after sales at 24 1/2 per cent. premium for cash for 31st July, 24 1/2 per cent. premium, and for 31st August, 24 1/2 per cent. premium has been paid. Hongkong and Whampoa Dock Company's shares sold at 24 1/2 and 25 per cent. premium over the settlement, but the market is much firmer with buyers at 24 1/2 per cent. premium, after sales at 24 1/2 per cent. premium for cash for 31st July, 24 1/2 per cent. premium, and for 31st August, 24 1/2 per cent. premium has been paid.

LANDS, HOTELS, AND BUILDINGS.—Small parcels of the Hongkong Land Investment Company's shares changed hands at 275, 277, and 276, the market closing steady at 277. Kowloon Land and Building Company's shares found buyers at 220, while holders demand 222 and are in demand at the latter figure. Hotels are weak at 48 1/2, but Humphreys's Estate and Flanagan Company's shares found ready buyers at 49, at which rate a further demand for the shares exists.

MISCELLANEOUS.—Green Islands sold over the settlements as low as 34 1/2, but up to 35 1/2 has been paid since. Watson's have buyers at 12 1/2 and sellers at 12 1/2. Hongkong Electric's sold at 83 cash dividend, but are weaker in anticipation of the call of 25 per share, as announced by the Chairman at the meeting held on 29th ultimo, and shares are on offer at 82 1/2 or 83, at 40 cents per share, paid on 1st instant; at the close, 1 hour of cash sales at 87 per share, at which rate they are in strong demand. Hongkong Ropes sold at 17 1/2 and Campbell, Moore & Co.'s at 38, also Tebrass (32 paid up shares) at 32 1/2. Ewo Cotton Mills sold at 12, 120 to 121, 117 for end of August, and at 121 and 121 1/2 cash, at which latter figure they are steady. Internationals are quoted 125, 120, Leong Kung-Mow's 125, and Sooychees 125, 600, but these latter three quotations are more or less nominal.

HARBOUR DEFENCES.

Great Britain's frontier is the sea. In this particular she differs from the other great nations, and it is, therefore, no mere empty phrase to say that a strong Navy, which is a luxury to the other Powers, is a necessity to this country. Its duty is to guard the sea frontiers of Great and Greater Britain—frontiers more extensive and open to attack than the boundaries of any other country. When the relative cost of the Navies of Europe is under consideration, it is important to remember that the British Navy not only protects the great trade routes and our vast colonial possessions, but has to guard the millions of miles of coastline, and perform, in fact, much the same duties as the soldiers of France, Russia, Germany and Italy do at the points where their different territories join. It is only comparatively recently that this truth has been fully recognized by the naval and military authorities, and it is a curious fact that it has remained for the Imperial Defence Committee in the last few years of this century to revert to a plan of coast defence which was in vogue many centuries ago. Opinion has differed for many years as to the utility of harbour defence, but there is now a strong feeling in favour of some form of protection for our great harbours, so that they may serve as naval bases and refuges, and that the whole responsibility in time of war may not rest on the Navy. It is also felt that it might be inconvenient to have sufficient ships at every important naval base to deal with an enemy who succeeded in reaching the fleet, and that even if there were vessels available, some form of protection while they lie at anchor by night is desirable. Any doubts with reference to the opinion of the naval and military advisers of the Government on this point were dispelled by the statement of the Under Secretary for War quite lately, that the Government intend to devote over a million pounds to the defence of the harbours of Berehaven, Lough Swilly, Falmouth, and Scilly. For two or three decades this question has been spasmodically considered by various joint naval and military defence committees, but it is only comparatively recently that any definite decision has been come to regarding any defence of our naval bases, apart of course, from the shore batteries. During the past few years attention has been directed to the protection of such vulnerable spots as Portsmouth, Portland, Plymouth and Southampton, all of them within easy distance for any French torpedo-destroyers bent on a night attack. The scheme of coast defence first took the form of expensive land batteries, but it was recognized that such a defence would be too costly, and that a more efficient means of night defence. A solution has been found by bringing a modern knowledge of the powers of electricity to supplement the old method of blocking harbours.

As far back as the time of the Plantagenets, and probably before that period, it was the custom to draw a heavy chain across the entrance to an important harbour, the chain being suspended at the sides from strongly-armed fortresses, and across the break a great defence remains to this day at several points round the English coast. Interesting remains are still preserved at Fowey, in Cornwall, which "Q" has made famous. At the entrance to this harbour may still be seen the picturesque grey ruins on either side of the water of the two blockhouses, which were erected in the time of Edward IV. for the protection of the port. These are also preserved two large triangular blocks of venerable appearance, of the great chain which the people of Fowey used to stretch across the entrance to defend themselves and their property from marauders. This chain was usually left loose so as to lie along the bed of the harbour. But when danger threatened, and particularly at night-time, it was drawn tight, so as to obstruct the passage of any vessel. Its real purpose was to prevent the harbour being entered unawares. Any interference with the chain was at once felt at either of the towers on the two banks, and enabled an alarm to be raised.

This is a principle on which the defence of the harbours of Devonport and Southampton is now being arranged. Across the entrances of these anchorages will be stretched several large wire cables, both above and below the water-line, which will be interlaced with smaller cables, so as to present an obstacle, at least inconvenient, to the torpedo craft on an enemy endeavouring, under the cover of darkness, to destroy the vessels lying at anchor within. This wire network will be in three sections, and at each break a gun will be stationed. During the day-time the defence netting will be loosened, or allowed to sink to the bottom of the harbour, and as soon as night falls the two gunboats will raise it and straighten it out, so as to form a barrier impassable except to friendly vessels. By means of this contrivance any possibility of a torpedo-boat "sneaking" into the harbour will be greatly reduced, as, at a warning signal, the whole defence machinery of the harbour would be ready to receive the intruder. The great advantage of this system is that it could be prepared in case of emergency in a few hours, and would not require the attention of many naval officers and men, as the chief duty of the crews of the gunboats would be to warn the engineers and artillerymen manning the neighbouring fortifications, rather than to themselves attempt the defence unaided.

FORMIDABLE OBSTRUCTIONS.
Another typical means of defence is to be adopted at Portland, Portsmouth, Milford Haven, and Sheerness, for which booms have just been constructed. The booms will be very similar in construction, though differing in measurement. That at Portland will consist of a series of rafts, resembling pontoons, lashed together with wire and chain cables. There are fifteen of these rafts, each 35 feet in length, 14 feet in width, and having a depth of four feet six inches. With the exception of a narrow slit through the centre, the rafts are solid, a large amount of bulkhead having been used in their construction. These pontoons will be heavily spiked on their seaward side, so as to provide a pointed welcome for any marauding boat that ventures too near. During recent experiments it was found that such boom defences would be impenetrable to torpedo craft as to sink it. The authorities, however, are apparently not satisfied on this point, and further trials are to be made at Portsmouth; the Admiralty, it may be added, having undertaken to insure the lives of the seamen who will be required to conduct these dangerous experiments. Small gunboats will also be used in connection with these booms, being instructed to approach two others, the rafts to each boom defences to work it and act as guardship. For this purpose the gunboats *Fanny*, *Marion*, *Reliance*, *Minion*, *Lightning*, and others are about to be specially fitted to enable them to place and remove the booms with the greatest celerity.

AN ATTACK BY DESTROYERS.
This represents only half of the scheme of defence planned for these harbours. The utility of the booms will be increased by the powerful beams of the electric searchlight. The use of electricity for purposes of defence is a problem which has been the subject of continual experiment for forty years, and even now, though much progress has been made in England, as well as in France and Italy, the best system is not perfect. Nevertheless, the naval and military authorities have felt justified in providing elaborate systems of searchlights, not only at Plymouth, Portsmouth, Sheerness, and the Isle of Wight, but at Bermuda, Malta, and Jamaica, and other naval bases. These arrangements have been tested, and their general efficiency has been amply demonstrated. This winter the most complete and successfully organized experiments were carried out at Plymouth, and perhaps it is not too much to say that the conspicuous manner in which all the hopes which had been raised by recent methods of using the searchlight were realized has done some bearing on the Government's decision to continue the present policy of coast defence. On this occasion also some were employed, and the attacking vessels were represented by a flotilla of torpedo-boat destroyers, which steamed full speed into the harbour under cover of darkness. The wonderful accuracy and quickness with which these vessels were handled gives good promise, by the way, of what our officers will do in real warfare. Despite the misty weather, their manoeuvres were clearly visible, and it would have been possible to train the guns of the shore batteries on the intruders. The chief difficulty in the use of the searchlight in a hostile manner is the extremely short time that vessels can be kept under observation, in consequence of the great speed at which they are now able to travel. The Government's plan with reference to the defence of England, the Scilly Isles, Lough Swilly, and Berehaven are not known in detail, but there is no doubt they will be very similar. If on a smaller scale, to those already provided to protect the naval arsenals and ports abutting on the English Channel.—*Globe*.

THE "C. D." QUESTION.

Lord George Hamilton has received an intemperate and unbecomingly drawn attention to the serious state of affairs disclosed by the report of Lord Oso's Committee, and expressing an earnest hope that the Government will take such steps as may be necessary to prevent the spread of disease in our Indian army. The first three signatories are Princess Christian, the Duchess of Cornwall, and Princess Mary of Teck, associated with whom are very many ladies of title and distinction, also the matrons of every big hospital in the metropolis, Miss Florence Nightingale and Mrs. Henry Ward. Among those who have signed the document, *The (Lancet) L. & C. Express* shows that public sentiment is moving in the right direction here. It is hoped that the Straits and Hongkong will also move, and that similar measures to those about to be enforced in India will also become operative in these colonies. The memorial referred to above states:—
"We desire to express our anxious hope that effective measures will be taken to check the spread of contagious diseases among our soldiers, especially in India. We believe that they hold, in all sincerity, that the evil of rendering life safer and the risk of degrading women outweighth all other considerations."

"But, speaking as women, we feel bound to protest against these views. We believe not only that preventive measures, if carried with scrupulous care, do not cause any real danger to women, but that they constitute a valuable safeguard of women's virtue, and afford a great opportunity of escape from a life of vice."
"We feel that it is the duty of the State, which, of necessity, collects together large numbers of unmarried men in military service, to protect them from the consequences of evils which are, in fact, unavoidable in such a community and under such conditions. And with the deepest earnestness we call on the Government to do all that is possible to save its women and children in the present and future generations from the terrible results of vices for which they are not responsible."

NEW TYPE OF LIFEBOAT.

Mr. Robert Chambers, of Dumbarton, who is the inventor of a form of collapsible lifeboat for ships, has just invented and patented a new type of lifeboat for coast rescue services, which he calls the "telescopic" lifeboat. This vessel is a complete departure from the type of lifeboat at present in use around our coasts, and Mr. Chambers claims for it some very decided advantages over the present boat. The vessel will be built of wood, with a steel-plated centre keel and under-bottom half her length and one-third of her breadth. Her dimensions are—40 feet long, by 12 feet broad, depth at each end, 5 feet; depth amidships, 12 feet. Being 20 feet long, the vessel will be provided with a rail and stanchions on each side for safety, as also as iron handrails outside above the waterline. Six steel valves along each side, level with the deck, get rid of all waste water. The vessel is fitted with all-weather compartments fore and aft, and has air-tanks under deck amidships. It is claimed for the new type of boat that, in facility of land transportation, in launching, heaving, and stability, it has decided advantages over the type of lifeboat at present in use. The "telescopic" lifeboat is fixed with round wheels, by means of which she can be transported on land to any part of a shallow beach and put in the water without the aid of a carriage. With her crew on board she floats in 20 or 25 inches of water, when her round wheels can be raised flush with her bottom, by means of a screw shaft. Without making use of her keel the stability of the boat is such that all the people she could carry would be balanced on one gunwale they could not bring her over. This was amply demonstrated by public tests in the case of the collapsible lifeboat invented by Mr. Chambers, and which is designed on the same principle. On getting into deep water the keel and under-bottom are lowered to the depth of 3 ft. by means of a rack and pinion shaft. There is then such a body of water passing between the two bottoms as to make it impossible for her to capsize. Her hull will also enable her to sail close to the wind under canvas—which will be a great advantage on a lee shore. When making the land again, the keel and under-bottom are raised, the wheels run down, and can at once be drawn away on her own wheels, thus obviating the laborious task of raising the boat on to a carriage. The model of Mr. Chambers' "telescopic" lifeboat was to be on view at the Fishing and Yachting Exhibition which was to be opened on the 17th May at the Imperial Institute, London.—*Oblique Herald*.

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on ten years' observations to 1896.
Barometer 29.73
Thermometer 81.5
Humidity 83
Rainfall 15.98

TO-DAY.

WEATHER REPORT.

Barometer 29.64
Thermometer 81
Humidity 87
Rainfall 77

TO-DAY.

Sat., 3rd July, 1897.

Chinese—1st of 6th moon of 25th year of Kwong-si.
Jewish—3rd Tammuz, 5657.
Mohammedan—3rd Safar, 1315.
Sun—Rises 5hr. 31min.
Sets 5hr. 47min.
High water—Morning 4hr. 16min.
and 11hr. 38min.
Low water—Morning 5hr. 45min.
Afternoon 5hr. 16min.

ANNIVERSARIES.

1844—Treaty of Warghal signed.
1866—Battle of Sedawa.
1880—General Gordon arrived in Hongkong on his way to visit Li Hung-shang.
1881—Sudden death of Pastor Kliske of the Berlin Foundling House.
1890—Prince Bhanurangsi arrived in Hongkong.
1893—The s.s. *Don Juan* burnt in the China Sea, 145 lives lost.
1896—Rebellion in Klang and Shantung, instigated by secret societies.

TO-MORROW.

Sunday, 4th July 1897. (3rd after Trinity.)
Chinese—2nd of 6th moon of 25th year of Kwong-si.
Jewish—4th Tammuz, 5657.
Mohammedan—3rd Safar, 1315.
Sun—Rises 5hr. 31min.
Sets 5hr. 47min.
High water—Morning 4hr. 16min.
and 11hr. 38min.
Low water—Morning 5hr. 45min.
Afternoon 5hr. 16min.

ANNIVERSARIES.

1776—American Independence declared.
1875—The doorknocker found murdered in a Shanghai Mission Chapel.
1879—General Grant presented to the Mikado at Tokio.
1896—The Tzar and Tsarina made their public entry into St. Petersburg.

CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m., Benediction, 5 p.m.
Union Church—Services, 11 a.m. and 6 p.m.
German Baptists Chapel, West Point—Morning Service, 11 a.m.
St. Francis' Church, Wanchai—Mass (Chin.), 6 a.m. (Port), 7.30 a.m., Benediction, 5 p.m.
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point—Mass, 8 a.m. and 5.45 p.m.
St. Peter's Roman Church—11 a.m. and 6.30 p.m.

SHARE MARKET.

LATEST QUOTATIONS.

Hongkong & Shanghai B.-k., 189 per cent. prem.; Straits Insurance, 17 1/2; China Fire, 170 1/2; Indo-China, 140 1/2; China Sugars, 174 1/2; 2000s, 77 1/2; 7000s, 85 1/2; Raub, 82 1/2; Olives, (B) 84 1/2; Leverett's Company, 37 1/2; West Point Buildings, 12 1/2; Humphreys's Estate, 48 1/2; Green Islands, 35 1/2; Hongkong Roper, 17 1/2; Ewo, 12 1/2.

SHIPPING AND MAIL NEWS.

MAILS DUE:
Indian (*Lightning*) 5th inst.
French (*Ernest Simon*) 5th inst.
American (*Pratt*) 8th inst.
English (*Chambers*) 10th inst.
Canadian (*Empress of Japan*) 14th inst.
American (*Coptic*) 14th inst.
Australian (*Omt Maru*) 15th inst.
French (*Salasta*) 17th inst.
Tacoma (*Pailton*) 17th inst.
American (*City of Rio de Janeiro*) 25th inst.
Tacoma (*Tacoma*) 29th inst.
German (*Bayern*) 29th inst.
Australian (*Africa*) 30th inst.

THE P. & O. Co.'s steamship *Yava* left Singapore for this port at 6 p.m. yesterday.
THE "Natal" line steamer *Pongola* left Labuan for Foochow yesterday, and the *Conjolla* left Durban for Foochow yesterday. Both these steamers will call at Hongkong, en route to South African ports.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.
Shila, steamer, from Chefoo
Ching, " " Canton
Fukien, " " Canton
Banlar, " " Singapore
Acto, " " Hongkong

Aggregating 5,996 tons register.
DEPARTURES.
Hogo Maru, steamer, for Shanghai
Kochidate Maru, " " Moji
Tanaka, " " Shanghai
Hongkong, " " Haiphong
Airal, " " Semblan
Linhbo, " " Straits
Clan Mackenzie, ship " New York
Aggregating 10,424 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.
Rafaela Christina, in Kowloon Dock
Takahara, " " " "
San Joaquin, " " " "
Ross, " " " "
Lahlo, " " " "
Halooing, " " " "
Markham Castle, " " " "
Chiyang, " " " "
Brum, " " Aberdeen

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, very palatable and easily digested. Read the following testimonial:—"I have prescribed Scott's Emulsion in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effect. It has been in each case taken most readily."—W. PARKER, M.R.C.S., Medical Superintendent, Belfast Hospital. Any Chemist can supply. Sole Agents for Hongkong and the Empire of China:—Webbs & Co., Limited, Hongkong.—*Advt.*

Hotels.

WINDSOR HOTEL, HONG KONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM,
Proprietor & Manager.
Hongkong, 3rd April, 1895. [35]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.
For further particulars, apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, 24th November 1896. [36]

THIS Establishment has always enjoyed a high class reputation for Liberty in Menu, Quality of Food and Perfection of Cuisine. THIS REPUTATION WILL BE MAINTAINED.
Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURKISH from the Straits.
THE WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East. In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for PICNIC or SUPPER, &c.
BICYCLES and BATHING MACHINES supplied with light refreshments at a moment's notice.
ICE CREAM from 1 P.M. to 11 P.M.
COLD MEAT SUPPERS from 9 to 11.30 P.M.
THOMAS'S GRILL ROOM.
FREDERICK BISHOP, Manager.

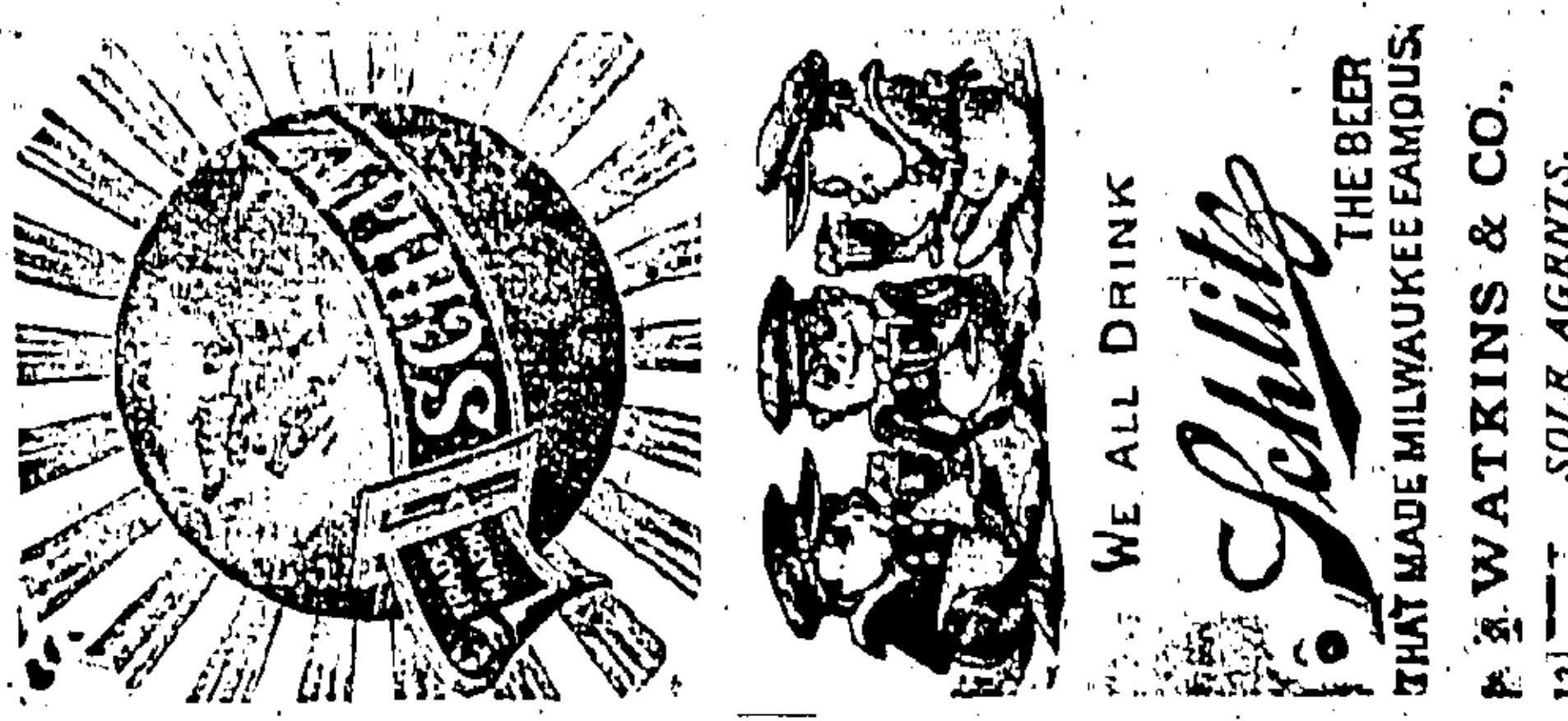
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THOMAS'S GRILL ROOM.
FREDERICK BISHOP, Manager.

Intimations.



J.J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOTTLES
STAMPED ARTICLES
FORMILITARY
EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

Consignees.

NOTICE TO CONSIGNEES.

THE D. & O. S. M. Co.'s Steamship

"MIRZAPUR,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Valentin*.
From Australia, &c., ex S.S. *Oceana*.
From Persian Gulf, ex S.S. *Perulla* & *Kilwa*.
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 3rd July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 27th June, 1897. [5]

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship "GLEN" TURRET

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 5th July will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 12th July, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 28th June, 1897. [1008]

"WARRACK" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "LENNOX."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th July will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, 28th June, 1897. [978]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "SACHSEN."

THE above named steamer having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given before Noon TO-DAY.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 8th instant, at 9.30 A.M.

All claims must reach us before the 14th instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 1st July, 1897. [981]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIKUN,"

Captain Baiburst, will be despatched for the above Ports TO-MORROW, the 4th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 3rd July, 1897. [1012]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above on MONDAY, the 5th instant, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1897. [989]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain Craig, will be despatched for the above Ports on MONDAY, the 5th instant, at 3 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 1st July, 1897. [1010]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, MASSOWA, PORT SAID, BRINDISI, VENICE, TRIESTE, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, ADRIATIC, and SOUTH AFRICAN PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain G. Wallesch, will be despatched as above on the 6th July.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, 29th June, 1897. [899]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Frampton, will be despatched as above on THURSDAY, the 8th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd July, 1897. [988]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"DEUCALION,"

Captain B. Branch, will be despatched on THURSDAY, the 8th July, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1897. [1016]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PAKLING,"

H. L. Allen, Commander, will be despatched as above on or about the 13th July.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 25th June, 1897. [995]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 4th February, 1897. [244]

FOR SAN FRANCISCO.

THE 100 A British Ship

"HEATHBANK,"

McKee, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 17th June, 1897. [957]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour—

AUSTRALIAN, Brit. str., Helms—Gibb, Livingston & Co.

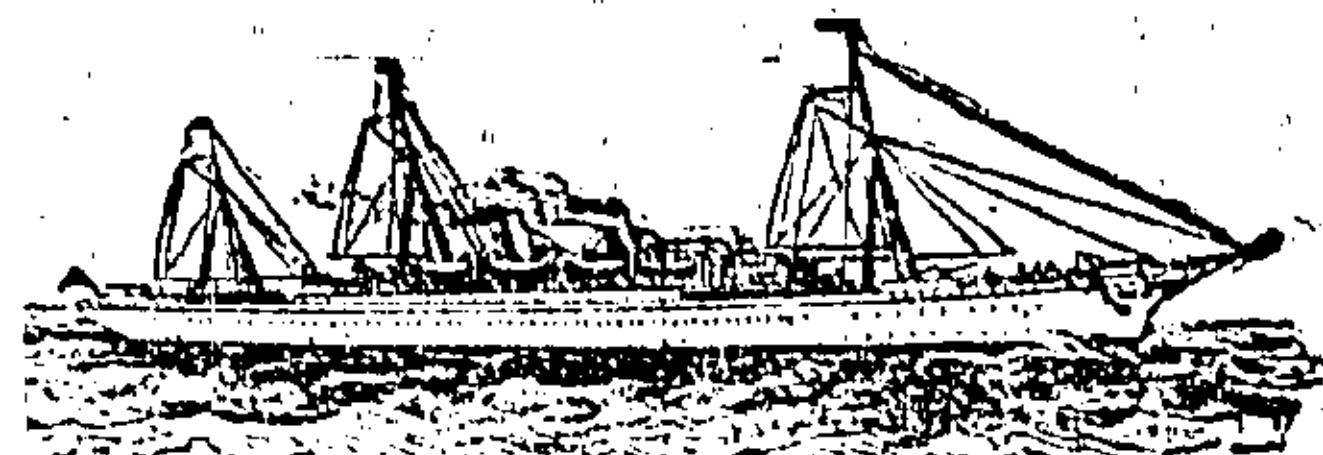
BIDSTON HILL, Brit. str., Tait—Standard Oil Co.

BRUNN, Brit. str., Frampton—Standard Oil Co.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 21st July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 11th Aug.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 1st September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the TRANS-PACIFIC JOURNEY (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent.

Pedder's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Delia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 15th July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 3rd August, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 24th August, at Noon.

PROPOSED SAILINGS FROM HONGKONG.

Delia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 6th July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 24th July, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 14th Aug., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 6th July, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates; and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th June 1897. [5]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAUHEN'S GENUINE

COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DADLER'S PATENT MOTOR LAUNCHES

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1897. [59]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table. Doctor and STEWARD on board.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Olympia [2,608] Tuesday ... 1 July 6.

Panama [2,907] Tuesday ... 1 July 27.

Tacoma [2,549] Tuesday ... 1 Aug. 17.

Victoria [3,107] Tuesday ... 1 Sept. 7.

Olympia [2,608] Tuesday ... 1 Sept. 28.

Columbia [2,545] Tuesday ... 1 Oct. 19.

THE Steamship

"OLYMPIA,"

Captain J. Trumbull, sailing at Noon, on TUESDAY, the 6th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 1st June, 1897. [4]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"RAVENNA,"

Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 15th July, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Britannia*, leaving that Port on the 6th August for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 2nd July, 1897. [5]